
URBAN ARTERIAL PROGRAM

Criteria Rating Guidelines

SAFETY (65 pt max)

Corrects unsafe conditions, prevents human injury and property damage.

The safety criteria have been modernized to reflect new standards. Principles outlined in AASHTO's 1st Edition, Volume 1, 2010 Highway Safety Manual are woven into the criteria to evaluate the effectiveness of a project's design enhancements. Criteria are no longer based solely on past accident history, but instead look at the factors that cause collisions and the potential for safety improvements and project completion.

SAFETY EVALUATION TOOL (50 pt max)

- | | |
|--------------------------------------|------|
| • Potential crash reduction | 0-15 |
| • Predicted crash frequency | 0-10 |
| • Modeled crash modification factors | 0-25 |

COUNTERMEASURES NOT MODELED IN SAFETY TOOL (15 pt max)

- | | |
|---------------------------------------|-----|
| • Grade separation | 0-4 |
| • Adds pedestrian facility | 0-3 |
| • Increases sight distance | 0-6 |
| • Corrects offset/skewed intersection | 0-4 |

GROWTH & DEVELOPMENT (65 pt max)

Maximizes development potential and appropriate project locations.

Criteria scoring are based on the scale of the development site (number of jobs anticipated, acreage developed, etc.), developer support, necessity, and location. Criteria also evaluate the likelihood the development will occur based on whether or not zoning is in place, permits are issued, and private investment is leveraged.

PUBLIC SUPPORT (20 pt max)

- | | |
|-----------------------------------------------|-----|
| • Development fulfills the comprehensive plan | 0-8 |
| • Zoning in place for the development | 0-5 |
| • Water in place for the development | 0-4 |
| • Sewer in place for the development | 0-4 |
| • Power in place for the development | 0-4 |

PRIVATE SUPPORT (20 pt max)

- | | |
|-----------------------------------------------|------|
| • Percent permits issued | 0-15 |
| • Development agreement status | 0-5 |
| • Private investment in public infrastructure | 0-10 |

PERMITTED DEVELOPMENT ACTIVITY (15 pt max)

- | | |
|----------------------------------------------------------------|------|
| • Dwelling units constructed in the development | 0-10 |
| • Acreage of the development being developed | 0-5 |
| • Jobs created by the development based on square footage/type | 0-10 |

URBAN ARTERIAL PROGRAM

Criteria Rating Guidelines

LOCATION (10 pt max)

- | | |
|--------------------------------------------|-----|
| • Development location | 0-5 |
| • Project proximity | 0-4 |
| • Dependence of development on the project | 0-3 |

PHYSICAL CONDITION (65 pt max)

Corrects physical and structural deficiencies and prevents failure.

This band is primarily based on street pavement condition rating. Other areas contributing to a project's score are non-pavement related failures such as slope stability or flooding; other significant flaws like poor alignment, channelization or sight distance, traffic volume or truck/bus route, and sidewalk condition.

TIB ENGINEER PCR SCORE RATING (30 pt max)

NON PAVEMENT CONDITION (12 pt max)

- | | |
|--------------------------|-----|
| • Walls | 0-4 |
| • Storm water conveyance | 0-4 |
| • Bridges or culverts | 0-6 |
| • Slope Stability | 0-2 |

EXISTING ATTRIBUTES (10 pt max)

- | | |
|------------------|-----|
| • Illumination | 0-2 |
| • Fixed objects | 0-2 |
| • Access control | 0-2 |
| • Alignment | 0-5 |
| • Channelization | 0-2 |
| • Turning radius | 0-2 |
| • Sight distance | 0-2 |

LOADING (10 pt max)

- | | |
|------------------------------|-----|
| • Volume | 0-4 |
| • Truck route classification | 0-4 |
| • Buses | 0-4 |
| • NHS Route | 3 |

SIDEWALK CONDITION (5 pt max)

- | | |
|-------------------------------|-----|
| • Does not meet standards | 0-3 |
| • Overall sidewalk appearance | 0-3 |

URBAN ARTERIAL PROGRAM

Criteria Rating Guidelines

MOBILITY (65 pt max)

Contributes to traffic and modal capacity and network connectivity

Mobility criteria are based on the principles of TRB's Highway Capacity Manual 2010, Vols. 1-3. Projects will be scored based on current level of service compared to anticipated level of service post-project. The mobility criteria will address current congestion problems, whereas future mobility issues will be addressed within the growth and development band.

CONGESTION AND LEVEL OF SERVICE (35 pt max)

- | | |
|---------------------------------------------------------|------|
| • Significant congestion problem | 0-10 |
| • Increase in LOS within project limits | 0-20 |
| • Addresses congestion on the system or adjacent routes | 0-10 |
| • New route | 0-20 |
| • High volume or significant route | 0-5 |

NETWORK CONNECTIVITY (10 pt max)

- | | |
|-----------------------------------------------------------------------|-----|
| • Complete/extend corridor improvements | 0-6 |
| • Complete gap/extend improvements | 0-4 |
| • What does the project connect to? (<i>highest classification</i>) | 0-4 |

MODAL ACCESS (10 pt max)

- | | |
|-----------------------------------------------|-----|
| • Improve transit access | 0-4 |
| • Improve connections to non-motorized access | 0-2 |
| • Improve freight facilities | 0-6 |

FEATURES (10 pt max)

- | | |
|------------------------------------------|-----|
| • Relieves bottleneck | 0-2 |
| • Improves access to CBD or urban center | 0-6 |
| • Traffic signal interconnect | 0-2 |

SUSTAINABILITY (15 pt max)

Improves project quality through a sustainable design.

This category evaluates the inclusion of sustainable designs and well-tested, reliable techniques to minimize environmental impacts. Projects are scored for enhanced design features that encourage low impact development techniques and design elements that assure environmental longevity and livability enhancements.

URBAN ARTERIAL PROGRAM

Criteria Rating Guidelines

MODAL MEASURES (8 pt max)

- Completes gap in HOV system 3
- Adds HOV lanes in each direction 2
- Adds Queue Jump or Transit Only Lane 1
- Peak hour transit buses 0-3
- Sidewalk width greater than TIB standard &/or planter strip (3 foot min width) 0-3
- Bicycle facilities 0-3

ENVIRONMENTAL MEASURES (8 pt max)

- LID or enhanced treatment stormwater controls 2
 - Use of non-potable water for irrigation or no permanent irrigation 1
 - Hardscaping or native planting 1
- Project must not include permanent irrigation*
- Correction of fish barrier 0-3
 - Enhances stream bank condition 1
 - Corrects existing sensitive area impacts 2
 - Appropriate reduction in existing pavement width while still accommodating all roadway users 0-3

ENERGY MEASURES (4 pt max)

- Replace or install low energy street lighting 3
- Solar powered signage 1

RECYCLING MEASURES (4 pt max)

- Reuse/recycling of materials (on-site or off-site) 2
- In-place pavement reconstruction or structural retrofit 2

CONSTRUCTABILITY (20 pt max)

Provides a reasonable expectation of completion.

Criteria in this category evaluate the likelihood the project will successfully reach completion. Points are received for things like secured funding, completed plans and specifications, processed permits, and ease of implementation. This category does not dictate TIB funding be directed towards shovel-ready projects, but projects that are closer to construction may compete better.

FULL FUNDING (15 pt max)

- Over match (1pt for every 2% above minimum) 0-10
- Full funding in place 5

URBAN ARTERIAL PROGRAM

Criteria Rating Guidelines

CONSTRUCTION READINESS AND EASE OF IMPLEMENTATION (10 pt max)

- | | |
|---------------------------------------------------------|-----|
| • Plans, Specs, and Estimate finished | 0-3 |
| • Permits completed | 0-2 |
| • Cultural resources complete | 2 |
| • Right of way certified or not required at application | 0-3 |
| • No federal funding, unless construction ready | 1 |
| • No sensitive areas or issues pending | 2 |
| • Use of accelerated construction methods | 0-2 |
| • No railroad impact | 1 |
| • Utility upgrades not needed | 0-2 |